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# ENVIRONMENTAL Fact Sheet

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WMD-SW-22

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## Scrap Tire Management

### Background

If improperly managed, stockpiles of scrap tires can present a significant fire threat, and trapped water provides breeding sites for mosquitos, which can transmit disease. Also, landfilled tires consume valuable landfill capacity and may result in an unstable base for constructing the landfill cap.

Scrap tires are regulated as a solid waste in New Hampshire, under the provisions of the New Hampshire Solid Waste Rules (SW Rules). Part Env-Wm 2605 of the SW Rules specifies requirements for collecting, storing, transferring, processing, treating and landfilling tires. A solid waste management facility permit is required in most instances.

### Collection, Storage and Transfer

All activities involving the collection, storage and/or transfer of scrap tires must meet certain standards, as set forth by the SW Rules. Tires may be collected and stored in outdoor transfer containers or on the ground. A solid waste permit is required to collect, store and transfer scrap tires unless the tires are sent directly for salvage and re-use as tires. No permit is required to actively collect, store and transfer source separated tires that pass inspection in New Hampshire and may be legally re-used as tires. A permit is required, however, to collect mixed loads of usable and non-usable tires where the usable tires are then sorted out.

If stored on the ground, the stockpiles must be no greater than 25 feet in diameter and 15 feet in height, or less if required by local fire officials. In addition, fire lanes at least 25 feet wide must be maintained around each stockpile, and a berm no less than 12 inches in height must surround each stockpile to contain pyrolitic oils or other liquids resultant to firefighting. Further, the storage facility must have equipment, cover material and other supplies, including water, sufficient to control a fire until the nearest fire company capable of extinguishing the fire arrives.

If stored indoors, the storage facility must comply with the Standards for Storage of Rubber Tires, N.F.P.A. 231D, 1994 edition, as adopted by the National Fire Protection Association, and as it may be amended from time to time.

Whether stored indoors or outdoors, precautions must be taken to prohibit the establishment of a habitat for breeding mosquito populations. Limit the size of tire piles and ship tires off-site as soon as you accumulate a full load. Collecting tires in a trailer keeps them dry and ready for prompt shipping without additional handling. If tires must be stored outside, covering the pile with plastic will help to minimize the collection of water.

The transportation of tires, either whole or chipped, must occur safely and in a manner that prevents blowing or falling debris.

### **Processing and/or Treatment**

Tires may be processed or treated in accordance with the Chapter Env-Wm 2200 of the SW Rules. Processing tires, such as by chipping or shredding, must be done in a manner that limits noise, odor and fugitive dust emissions to the greatest extent practicable. In most instances, a solid waste management permit is required for facilities that process tires. No permit is required, however, for facilities that process scrap tires into "new" tires by recapping methods and facilities that process tires at the site of generation.

Treatment of tires must meet the same standards that apply to processing. If the treatment method is by incineration, additional requirements apply, as specified by Chapter Env-Wm 2400 of the SW Rules. At properly equipped and permitted waste-to-energy facilities, scrap tire chips can be burned to both create energy and provide an alternative to landfilling the tires. The open burning of tires is prohibited.

In all cases, a processing or treatment facility must properly account for and manage all bypass and residual waste (including ash) generated by the treatment process.

All waste-derived products produced by processing or treating tires must be certified under the provisions of Chapter Env-Wm 3200 of the SW Rules prior to distribution and use. Certain tire-derived products and uses meeting nationally recognized standards are "automatically" certified by rule, as described below. To obtain certification for tire-derived products that are not automatically certified by rule, an application must be filed with NHDES pursuant to the requirements in Env-Wm 3200.

### **Scrap Tire-Derived Products and Uses Certified-by-Rule**

Scrap tires and recapped tires that pass inspection in New Hampshire are not solid waste unless the tires have been abandoned.

### **ASTM D 6270-98 Standard Practice for Use of Scrap Tires in Civil Engineering**

**Applications** describes several uses of scrap tires in construction projects. These uses include tire shreds as lightweight embankment fill, lightweight retaining wall backfill, drainage layers, thermal insulation to limit frost penetration beneath roads, insulating backfill around building foundations and retaining walls made from whole tires. All of these uses are intended to serve an engineered function and therefore must be designed and built under the direct supervision of a professional engineer licensed in the State of New Hampshire. As pointed out in ASTM 6270-98, it is the responsibility of the design engineer to determine the appropriateness of using scrap tires in a particular application and to select applicable tests and specifications to facilitate construction and environmental protection. Note well that this is not a disposal option for scrap tires and that the use of such must serve a legitimate function in an engineered, constructed system. In particular, use of tires as general fill is not included or allowed.

### **Landfilling**

Landfilling is the least preferred option for managing scrap tires. However, when landfilled, tires must first be quartered, split or shredded to reduce the potential for the tires to resurface. Landfilling may occur at authorized facilities only.

### **Funding**

Towns are authorized under RSA 261-153,V to collect an additional fee at the time of motor vehicle registration to offset the cost of disposing of automobile wastes (scrap tires, used oil, and

motor vehicle batteries) at municipally owned solid waste management facilities. (See also NHDES Fact Sheet #[WMD-SW-23](#), "Vehicle Registration Fees for Recycling"). Towns may use the revenue from this fee for off-site scrap tire management.

**Additional Information**

For additional information concerning the above matters, including permit application forms, please contact:

New Hampshire Department of Environmental Services  
Waste Management Division, Solid Waste Management Bureau  
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